Grand Prix Circuit

Manual for Amstrad and Spectrum

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Grand Prix Circuit



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Grand Prix Circuit



The Circuit

The grandaddy of Formula One racing. A world of high speed, high tech, and big bucks. Where the action is fast, the glamour incomparable. Now you're part of the excitement, with a chance to earn the coveted title of World Driving Champion.

Take the ultimate junket around the free world. Select from three champion cars. Then test yourself against the world's best. Many try; one succeeds. And the risk is eclipsed only by the thrill of victory.

Getting Started

To boot up the game, use one of the following system instructions. To exit the game to the Main Menu at any time on either system, **press X.**

Spectrum 128 Disk System:

1. Connect your joystick to Port 1 (if you want to use one).
2. Turn on your computer.
3. Insert *Grand Prix Circuit* disk into the drive, label side up.
4. When the LOADER option appears on screen, press **Enter.**

Spectrum 128 Tape System:

1. Connect your joystick to Port 1 (if you want to use one).
2. Turn on your computer.
3. Insert *Grand Prix Circuit* cassette into the cassette recorder, label side up
4. Press **Play** on the cassette recorder.

Amstrad Disk System:

1. Connect your joystick if you want to use one.
2. Turn on your computer.
3. At the ready prompt, insert *Grand Prix Circuit* disk into the drive, label side up.
4. Type RUN"DISK then **Return.**

Grand Prix Circuit

Amstrad Tape System:

1. Connect your joystick if you want to use one.
2. Turn on your computer, and at the ready prompt, insert *Grand Prix Circuit* cassette into the cassette player.
3. If you are playing both a cassette and disk machine, first type :TAPE and press **Return.**
4. Type RUN" and follow the on-screen instructions.

Controls

- To accelerate or brake, move the joystick forward or back.
- To steer the car to the left and right, move the joystick to the left or right.
- To upshift, press the **fire button** while accelerating; to downshift, press the **fire button** while braking.

Alternate Keyboard Controls

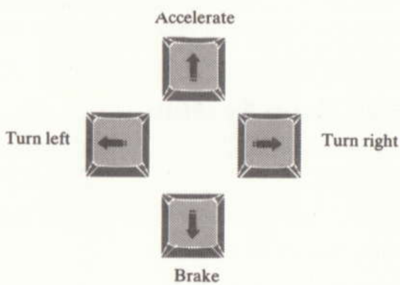
Q = Left

W = Right

K = Brake

L = Accelerate

P = Pause



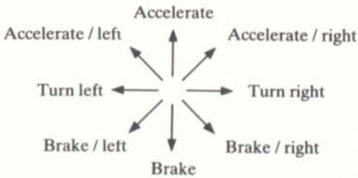
- To upshift, press **space bar** or **Enter** while accelerating; to downshift, press **space bar** or **Enter** while braking.

  On the Amstrad the cursor up/down can be used to accelerate/decelerate and cursor left/right can be used to steer.



Additional Controls

Joystick



Choose your Race

Setting up a race is easy as shaking a magnum of champagne. Use the joystick (or keypad) to make your choices. When you've made all your selections, press **Enter** to continue.

❶ Type of Race

1. Practice

Choose this option to shave seconds off your lap times, and to decide which handles the best on the track. The number of practice laps you are given equals the number of laps you choose in the Laps per Race option.

2. Single Race

Choose one of the eight Circuit tracks, and head for the races. First you run a solo qualifying lap *(see Qualifying section)*, then you go on to the actual race. Your qualifying time determines your starting position against the other nine car drivers.

3. Championship Circuit

Eight tracks, eight different races. Your cumulative record on all eight tracks determines your place in the World Driving Championship. *(See Circuit Results for more information).*

Grand Prix Circuit

◉ Difficulty Lever Bar

Difficulty – how much skill is needed to corner, shift, avoid damage etc. – increases from a Beginner level on the left side of the bar to the Pro level on the right.

Level 1: Beginner

Very forgiving: automatic shifting, you can't blow your engine, minimal damage to the car if it goes off the road, and you can't spin out. Opponents treat you with kid driving gloves – you can even bump them sometimes without crashing.

Level 2

A little tougher; still has automatic shifting and you can't blow an engine, greater damage to your car if you go cross country. Spin outs are possible from this point on. Opponents are a little less forgiving.

Level 3

Real driving: from now on you shift yourself. (To shift see *How to Drive Your Car.*) It's getting easier to damage your ride, and your engine can blow. Watch for spin-outs, and don't let Sakamoto get too close.

Level 4

Your opponents take off their gloves. Engine destruction is quite possible. Watch your gauges and don't go over the red line.

Level 5: Pro

Race against the best – and everything goes. Good luck.

◉ Your Name

Press **Enter** type in your name, press **Enter** when done.

◉ Laps Per Race (and practice runs)

Press **Enter** choose from 1 to 99 laps per race, press **Enter** when done. Notice that qualifying is always one lap.



Choose Your Car

Move your joystick up or down, or use arrow keys on keyboard to view each of these three cars. When the car of your dreams appears on screen, press the **fire button** to select it. (After the selection, wait a moment for the information to load or press **Enter**.)

Ferrari
A V12, 3.5-litre, 5-speed road hugger that features the best handling of the three. Not as likely to spin out as the others, but it's a little slower. A good car for a beginner.

Williams
A 3.5-litre, V8 Renault, 6-speed. Ranks in the middle of the Circuit in terms of speed, handling, and braking ability.

McLaren
A Honda Turbo 6-speed bullet with tremendous horse power – the fastest of the three. But that speed comes at the price of braking handling, and gripping power. Beginners beware.

Choose Your Track

If you select Practice or the Single Race, now you choose a track. (For the Circuit, you race each of the eight tracks in succession.)

Use the joystick, or keyboard to highlight one of the eight track illustrations, then press **fire button**, or **Enter** to select it.

Brazil	Autodromo da Cidace de Rio de Janeiro Circuit Length: 3.126 miles 1987 Race Distance: 61 laps, 190.693 miles
Monaco	Circuit de Monaco Circuit Length: 2.068 miles 1987 Race Distance: 78 laps, 161.298 miles
Canada	Circuit Gilles Villeneuve, Montreal Circuit Length: 2.740 miles 1986 Race Distance: 69 laps, 189.007 miles

Grand Prix Circuit

Detroit	Detroit Grand Prix Circuit Circuit Length: 2.500 miles Race Distance: 63 laps, 157.500 miles
Britain	Silverstone Circuit Circuit Length: 2.969 miles 1987 Race Distance: 65 laps, 192.985 miles
Germany	Hockenheim-Ring Circuit Length: 4.223 miles 1987 Race Distance: 44 laps, 185,832 miles
Italy	Autodromo Nazionale di Monza Circuit Length: 3.604 miles 1987 Race Distance: 50 laps, 180.197 miles
Japan	Suzuka International Race Course Circuit Length: 3.499 miles 1987 Race Distance: 51 laps, 185.560 miles

Note: To view the Clip Board, which records the best average lap times for a track, highlight a track and press **C.**

Loading the Main Game (Amstrad only)

Once you have chosen your selections (on the Amstrad version) the tape will start and the main game will be loaded.

Qualifying

Whether you're entering a Single or Circuit race, you first have to qualify. It's one lap: you against the clock. So make it good. Your time on this lap determines your position in the 10-car starting grid: five rows, two cars to a row.

Your performance and position in the starting grid is automatically displayed after the lap. If you don't finish (or it takes you longer than three minutes to complete the lap), you are towed to the pits and a DNQ (Did Not Qualify) is posted beside your name. If you DNQ, you can't race.



The Competition

The nine drivers who want to keep you in the back of the pack differ in ability and temperament: some are aggressive, some more conservative; some race a highly-strategic race, others are more spontaneous; some are masters of their cars, others still need a little work. This driver roster ranks your opponents from the best in ability to the novice:

Car Number	Name and Nationality	Car Number	Name and Nationality
88	Travis Daye – Canadian	2	Peter Kurtz – German
27	Bruno Gourdo – French	66	Cal Tyrone – American
01	Don Matrelli – Italian	05	Tse Sakamoto – Japanese
12	Toni Borlini – Italian	09	Nigel Levins – English
4	Vito Giuffre – Italian		

After the Race (Amstrad only)

When you have completed a race, you will be presented with a menu. Using this menu, you can choose either to replay the game with the same options, alter the track, car, difficulty or the number of laps per race, or you can reload the main selection screens.

To change an option, use up and down to select the item you wish to change. When selected, use left and right to change the selection. Pressing right will increase a numeric selection whilst pressing left will decrease it.

To exit from this menu, press the **fire button** when either of the Play Race or Main Selections options are highlighted. If you select the main selection pages, and are using a tape recorder, you will be asked to rewind the tape then press **Play.** The main selection screens will then be loaded.

Grand Prix Circuit

The Cockpit

⊙ Tachometer

The large gauge in the centre. A device that registers in thousands the revolutions per minute (RPM's) of your drive shaft. The bigger the number, the harder your engine is working. If it works too hard – the tach needle climbs into the red area, or red lines – you can blow it up. So keep an eye peeled when your shifting around 11,000 RPMs.

⊙ Steering Wheel

The joystick or keyboard turns the wheel left and right.

⊙ Damage Indicator

Damage to your car – tire wear, chassis abuse – affects your braking and handling ability. How much damage you're suffering is indicated by a rectangular colour bar above the steering wheel. Starting at zero, the bar changes colour two times as it moves from left to right.

The first colour represents the normal wear and tear of racing. But if you wait long to make a pit stop, or drive off the road one too many times, the indicator climbs into the second colour. If it reaches the end you're out of the race and must be towed into the pits. *(See Pit Stops for information on repairing your car)*

⊙ Speedometer

Located to the left of the damage indicator. It is a digital readout in miles per hour. If you want to maintain your speed, keep the joystick in the centre position.

If you want to increase speed – accelerate – push up on the joystick or keyboard. To put on the brakes, pull back.

⊙ Map Box

On the upper left of the screen. This track diagram indicates the finish line (the short line across the track), and your current location – you're the large white dot – in relation to the other racers (the small dots). Also lets you anticipate what type of road looms ahead – curves or straightaways.



Taking the Turns

Hard-core driving is done in the turn, or on the approaches to the turns. That's where you're most likely to overtake another racer – or be overtaken yourself. The basic tactic is to out-brake the other guy. If you can wait just a second longer to brake, you win that turn.

All turns have striped borders. Yardage markers of 150, 100 and 50 yards are placed on the outside approach to every turn.

Pit Stops

When your Damage Indicator climbs too high, it's time to hit the pits and change those tires. The Pits are on the outside lane of every track.

When you're ready, pull into the pits and stop between the two horizontal white lines – your cockpit automatically dissolves to the Pit Stop screen.

- In all but two of the tracks – Canada and Italy – the pits are located right after the starting line. For these two, they're located right before the finish line.

Move the joystick to select one of these three options and press the **fire button.**

- Change Left (Change the two tires on your left side)
- Change Right (Change the two tires on your right side)
- Change All (Change all four tires)

Note: it takes more time to change both sides, but all damage is fixed and your indicator resets to zero. If you only change two tires, only some damage is repaired.

Watch your pit clock in the corner. As soon as your crew is finished, press the **fire button** to accelerate out of the pits and rejoin the race.

Grand Prix Circuit



Race Results

⊙ After Every Race

A screen appears that shows you how well you performed against the competition. It gives you some individual information for that race – your overall time and average speed – as well as Best Lap Statistics: which lap was your best, how fast you ran it, and how long it took you.

If your best average lap time is among the Top 10 ever for that track, it is automatically recorded on the Clip Board. If you're running the Circuit, press the **fire button** to see your point earnings.

⊙ Circuit Results

A screen appears after every Circuit race that posts point totals, tells you the winner of the race, and shows you where the next race takes place. Your name appears in white. The first six finishers receive points (see below), the last three are out of the money. If you don't finish at all, a DNF (Did Not Finish) appears beside your name.

Place	1	2	3	4	5	6
Points	9	6	4	3	2	1

Race points are accumulated for each race throughout the Circuit. The racer with the highest cumulative score after the eight races wins the Grand Prix and the title of World Driving Champion.

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